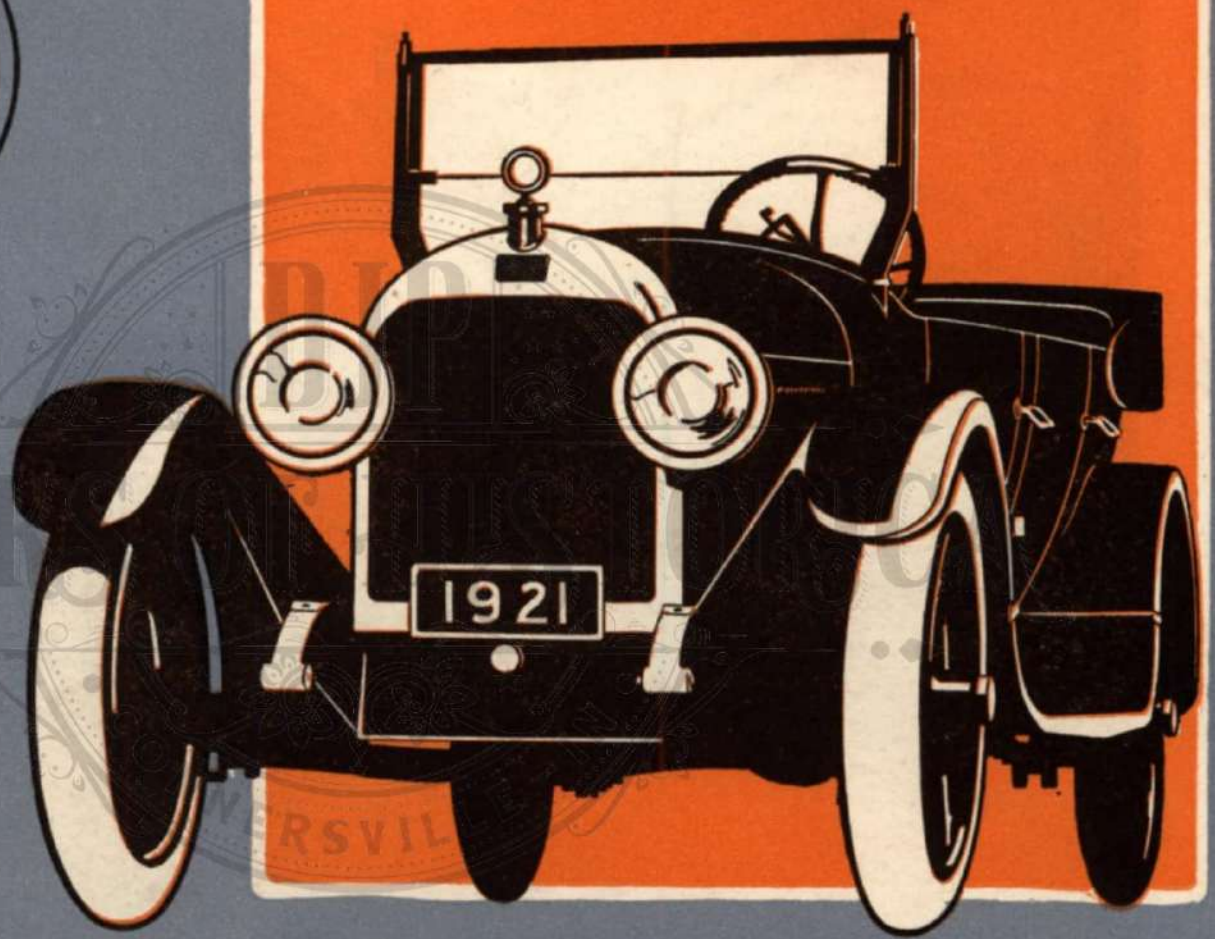




*Lexington*

MINUTE MAN SIX

**Introducing**

**The REVOLUTIONARY Car**

WAINWRIGHT



# The REVOLUTIONARY Car



HE REVOLUTIONARY Car is much more than an idle play on words; more than an attempt to be superficially clever by tying up this phrase with "Minute Man Six." This latest Lexington is a revolutionary car because it revolutionizes! It marks a new era in automotive mechanics. It introduces greater operating efficiency with greater economy. This may sound paradoxical, but it can be proved.

For three decades, inventive genius has wrestled with the problem of making the motor car first a possibility and then a utility—and those who have wrestled have not wrestled in vain! Because today the automotive industry stands third among all the industries of the Earth, and is crowding steadily upward into second place for which it is a sturdy rival.

John C. Moore must be listed among the early experimenters in America. As far back as the latter nineties, he was working and planning to bring forth a self-propelled vehicle.

His first successful "contraption," as he now describes it, was built in 1899. He kept steadily on, and in 1907 he designed and built the engineering model of the first Lexington. The Lexington was put on the market in 1908, and its record has been one of steady, conservative advancement from that date onward to the present time.

The car took its name from the city of its nativity, Lexington, Kentucky—and is thus a thoroughbred of the blue-grass country, that land of blooded thoroughbreds.

It is interesting to note that Lexington, Kentucky, was first laid out in town lots in 1774 but was not officially named until the next spring. While surveyors were still busy with line and transit, the news came of the battle at Lexington, Massachusetts, on April 19, 1775, the first armed conflict of the American Revolution.

The town was named Lexington forthwith. And so the Lexington is a Minute Man in lineal descent as well as in spirit!

But this descriptive title was not applied to Lexington Motor Cars at once. It was some years later, and after the factory had been moved to Connersville and become one of the Ansted interests, that Frank B. Ansted, president of the Lexington Motor Company, first applied the name.

Mr. Ansted was touring through New England and Lexington, Massachusetts, was on the itinerary. Upon reaching the village he drove directly to the "green" and stopped before the statue of the Minute Man which stands there.

Reverently removing his hat, he contemplated the magnificent bronze figure in silence for some time. At last he exclaimed, "Here is the heart of humanity! Here is the shrine of inspiration for troublous times! Here is the true symbol of enduring Americanism!

"What greater honor can we confer upon our product than by calling it the Minute Man Six? We will call it the Minute Man Six! And it shall be something more than a catch-phrase or slogan—it shall be our code of ethics, our manufacturing standard, our pledge to the American people and to the people of all the world!"

And so today "Lexington" and "Minute Man" are inseparably intertwined! And Frank B. Ansted has never lost that ideal that he set up that day! It is his constant and abiding ambition to build cars that are worthy of the name.

In The REVOLUTIONARY Car everyone connected with the Lexington, from Mr. Ansted down, feels that the ideal has been approached a good deal nearer than ever before.

John C. Moore feels that The REVOLUTIONARY Car is the supreme effort of his long professional career.

And the men in the big Lexington shops have a loyalty and enthusiasm for the new model that goes far toward insuring an exceptional product—for without enthusiasm there is no craftsmanship, and without craftsmanship there is no enduring worth or lasting quality.

It is futile to attempt to picture or describe this latest Lexington. A ride in The REVOLUTIONARY Car is a new and novel experience in transportation—and experiences can not satisfactorily be communicated from one to another; it is each person for himself.



# The REVOLUTIONARY Car





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RIDE in The REVOLUTIONARY Car transcends all previous experience. It shatters old ideals by so far surpassing them that the ride seems like a dream of mechanical perfection.

This new Lexington accelerates on hills! It accelerates after ordinary cars have reached their limit in speed! It accelerates anywhere and at any time! And acceleration is the final test of power!

It has stamina and reserve, and, like a thoroughbred horse, will do the seemingly impossible when called upon in emergencies.

There is something animate about it—something almost human, in fact! It has dash, and vigor, and a zest for life.

But, as stated above, you can not grasp the difference between this car and other cars until you, too, have ridden.

If you want to be thrilled as you have not been since you had your first ride in a wheezy, self-pro-

pelled vehicle of days long gone, you will take the first opportunity of riding in this latest Lexington: The REVOLUTIONARY Car!

In large part, the Ansted Engine accounts for the superlative performance of The REVOLUTIONARY Car. Naturally the other chassis units are correlated and synchronized in such a way as to make for mechanical harmony.

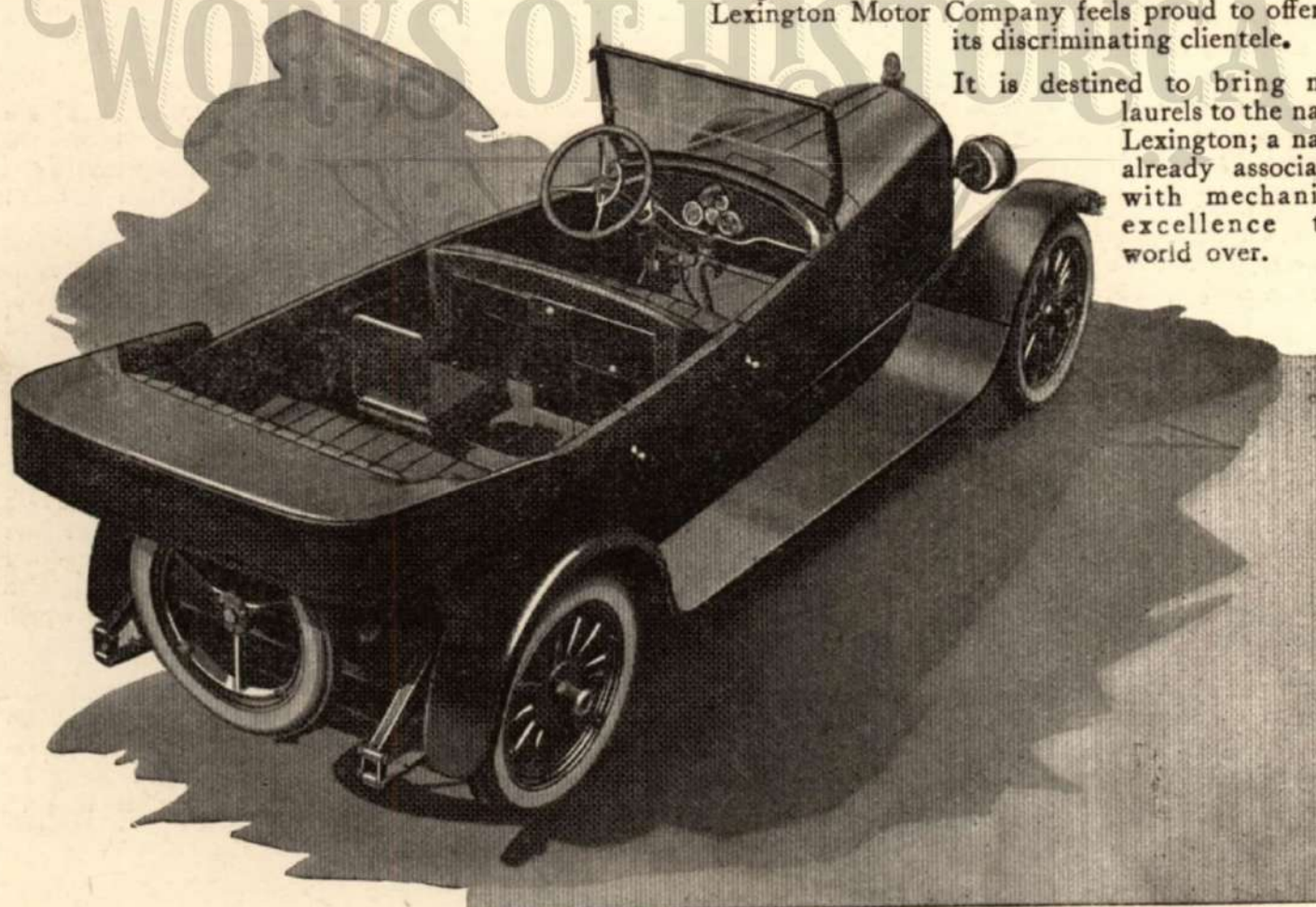
With the perfection of the Ansted Engine, John C. Moore, chief engineer of the Lexington Motor Company, has capped a career of notable engineering achievement.

For the Ansted Engine represents years of careful analysis and sound technical thinking. Since the summer of 1918, fully two years before production was contemplated, Mr. Moore and his associates have been designing and experimenting along advanced engineering lines.

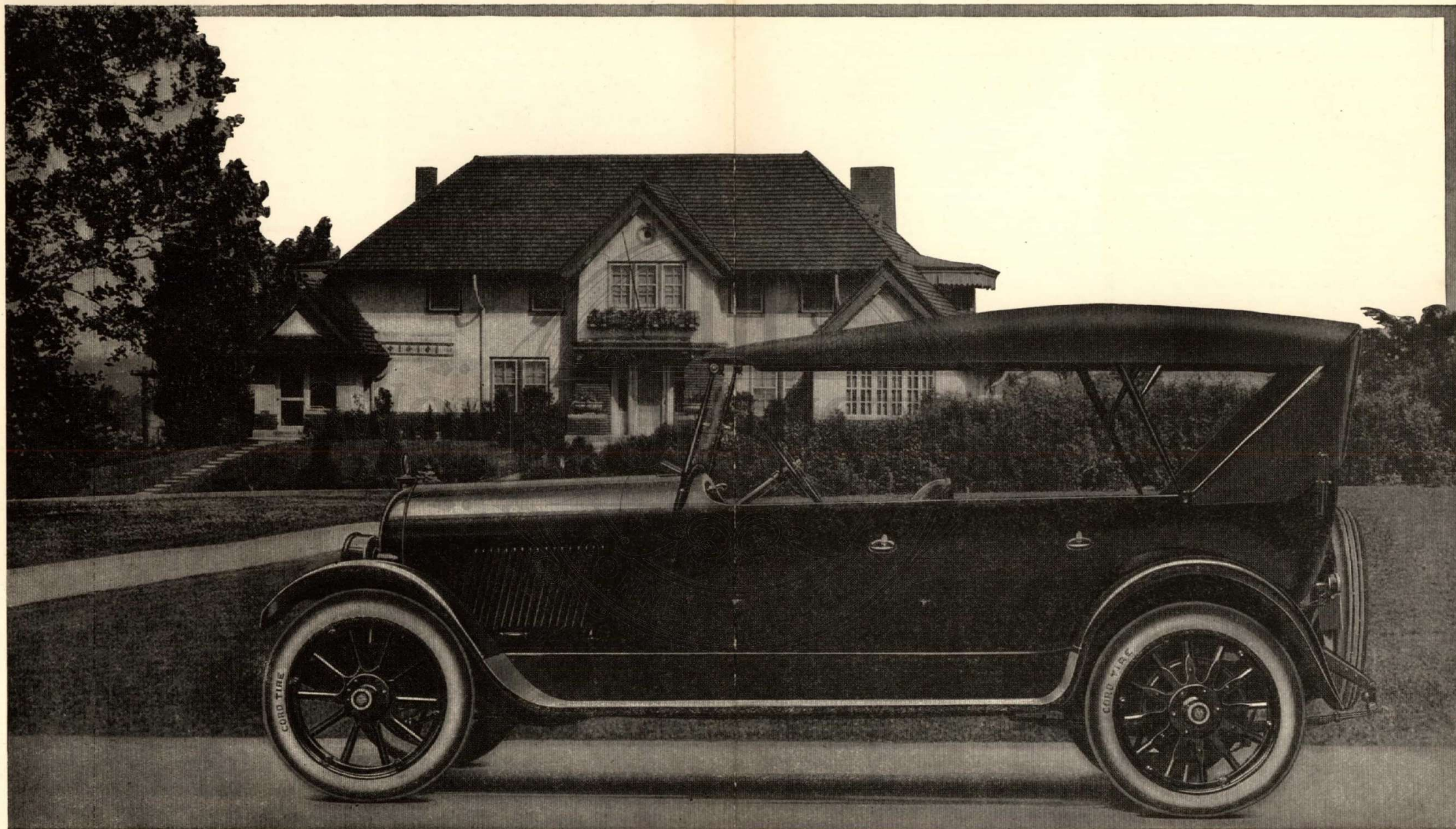
And for more than a year test cars have been traveling the roads of the entire section east of the Mississippi, in all seasons and weathers, to check the remarkable laboratory results under actual road conditions.

Thus the Ansted Engine, although new to the public generally, is a proven product—one that the Lexington Motor Company feels proud to offer to its discriminating clientele.

It is destined to bring new laurels to the name Lexington; a name already associated with mechanical excellence the world over.

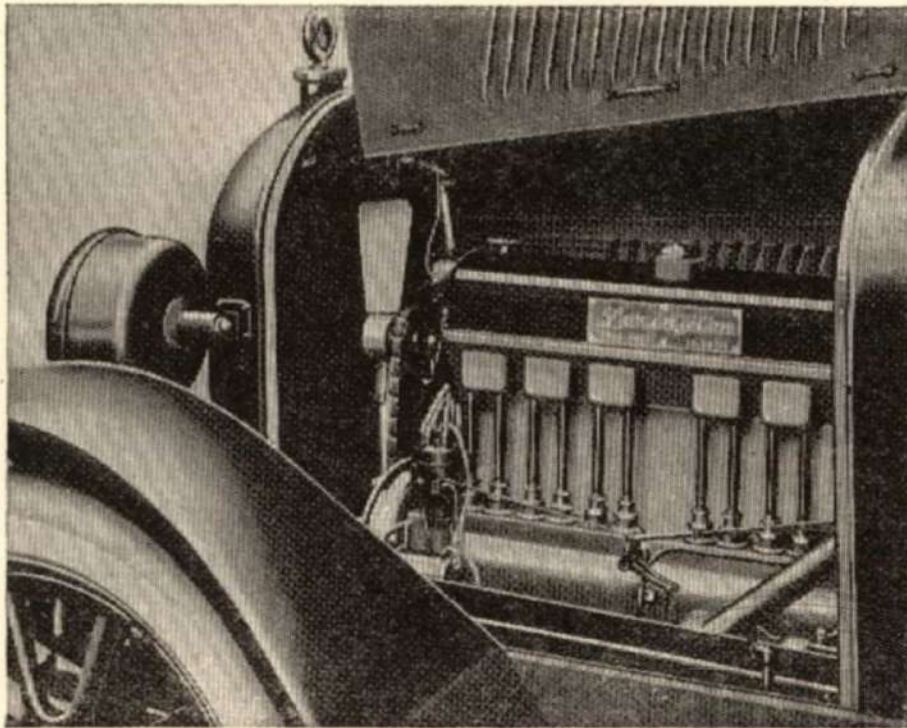








# The REVOLUTIONARY Car



gears that will stay quiet. The valves are  $1\frac{3}{4}$  inches in diameter and have a clear opening of  $1\frac{5}{8}$  inches. They are tulip-shaped and held in place by dual springs which is another factor contributing to the quiet operation of this valve gear.

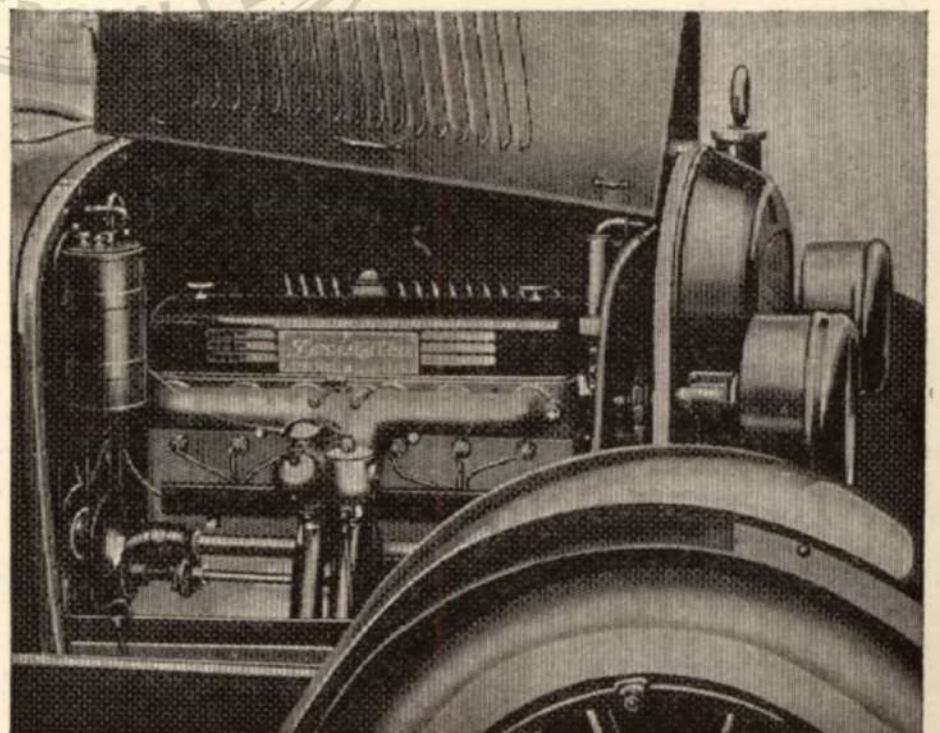
**LUBRICATION**—The life of an engine depends upon its lubrication. The new lubricating system used upon the Ansted Engine is the latest and most perfect known to engineers. It is the full pressure feed type with pressure regulation according to the power being delivered by the engine. The pressure is regulated by the vacuum in the intake manifold, as this is proportional to the work which the engine is doing. The oil is forced through a hollow crankshaft. As all the oil passes through the shaft it acts as a coolant just as the water which is circulated around the cylinders. It removes the heat from the crankshaft bearings just as the water does from the cylinders. On account

**T**HERE are so many worth while departures from conventional practice that space herein does not permit of even brief mention of all them, let alone a complete description! But two points are so salient that they must be mentioned at least:

**VALVE GEAR**—The valve gear on the Ansted Engine is unique in many features: the rocker arm action, the size of the valves for the size of the cylinders, the enclosure of the push rods, the accessibility of all parts, the use of but two timing gears, the design of the cams, and the ease with which the engine may be timed. The combination of a specially designed cam, the use of a  $1\frac{1}{8}$  inch roller follower, and the variable fulcrum, or ratio rocker arm, have made it possible to use nearly  $\frac{7}{16}$ " valve lift (0.415"). This is the lift used by most race cars but until now thought impossible in a passenger car. This lift accounts for the unusual power output from this engine. The rocker arms also can be adjusted while the engine is running, so that it is possible to find the point of noiseless operation by ear instead of by feel. The push rods are enclosed in tubes, which protect them and at the same time serve to hold the valve tappet guides in place. Removing a tube permits the removal of the entire valve tappet, valve tappet guide, and roller. Using only two helical gears makes it a manufacturing possibility to get timing

of the vacuum control there is very little oil supplied to the cylinders when the engine is running light and therefore there is no smoking of the exhaust which is prohibited in cities like New York. The oil is circulated by a gear pump that is located in an accessible position on the left side of the crankcase.

You will find a trip to your Lexington Dealer's salesroom both interesting and instructive—and you are urged to see him at once, since production will be rather limited on The REVOLUTIONARY Car for the first few months at least.





# The REVOLUTIONARY Car

## SPECIFICATIONS

**AXLES**—Front: I-beam section drop-forging. Rear: full-floating with heavy pressed steel housing carrying all weight, leaving driving shafts free from strain. Final drive through spiral bevel gears.

**BRAKES**—Service brake: external contracting on 16-inch drums of rear wheels. Operated by right foot pedal through strong but flexible steel cable. Brake action equalized by passing over pulley just behind brake pedal. Emergency brake: external contracting at rear of transmission case. Acts on 8-inch drum mounted on propeller shaft. Operated by hand lever at driver's right, and has come to be known as the "one-finger" emergency.

**CARBURETION**—Intake and exhaust manifolds are combined into unit so that gas enters the manifold by passing over Lexi-gasifier, which is heated by exhaust gases, making it impossible for unvaporized gasoline to get into the combustion chambers. Fuel fed in by vacuum, drawing gasoline from 17-gallon tank at rear.

**CLUTCH**—Dry multiple disc type, softly engaging without grab. Operated by left foot pedal.

**COOLING**—Cellular radiator in conjunction with centrifugal water pump and self-oiling fan.

**ENGINE**—Cylinders cast en bloc with removable head. Bore,  $3\frac{1}{4}$  inches; stroke  $4\frac{1}{2}$  inches. Upper half of crank case cast with cylinders; lower half pressed steel. With a total piston displacement of 224 cubic inches, and an S. A. E. rating of only 25.4 horse power, the engine actually develops 73.5 horse power, at 3000 revolutions per minute, because of the Lexi-gasifier and the Moore Multiple Exhaust System, both of which are exclusive Lexington features. Crank shaft supported on three large bearings of babbitt backed with bronze. Valve mechanism entirely enclosed and operated by cam shaft with integral cams. Lubrication by force feed to all bearings, pressure being maintained by gear pump.

**FRAME**—Z-section, of 22-point carbon steel. Side rails are 2 inches wide on top with a depth of  $7\frac{3}{4}$  inches. Wide running boards are bolted to side rails making an integral unit. Frame tapers from front to rear so that vertical side of rail section is directly under outer edge of body, thus increasing rigidity of car while, paradoxically, lessening total weight. Taper construction throws weight nearer wheels in rear, and permits short turning radius because of narrow front.

**IGNITION**—Vertical distributor integral with engine, with storage battery floating in the line. Controlled by switch on instrument board within easy reach of driver. Provided with automatic kick-off to prevent discharging battery if switch is left on. Ignition switch has high-grade lock and removable key to secure switch in closed position when leaving car. Ignition circuit absolutely independent of lighting and starting.

**LIGHTING**—Vacuum controlled 2-Way head lamps give full light at all times but comply with all laws. Six-volt generator, that automatically regulates current produced, stores current in battery hung directly beneath driver's seat and easily accessible. Ammeter, indicating amount of charge and discharge, is plainly visible as part of neatly arranged cluster on instrument board. Lighting circuit absolutely independent of ignition and starting.

**PROPELLER SHAFT**—Seamless nickel steel tubing,  $1\frac{1}{4}$ -inch diameter, with flanges electrically welded. Fitted with fabric discs to take universal action. These joints eliminate noise and require no lubrication.

**SPRINGS**—Front: semi-elliptic, 34x2 inches. Rear: semi-elliptic 56x2 inches. All spring eyes fitted with self-oiling bushings.

**STARTING**—High speed electric motor engages with gear on flywheel through screw shaft and pinion, and automatically disengages when engine starts. Spins engine 140 revolutions per minute, insuring quick starting. Starter button on floor board. Starting circuit absolutely independent of ignition and lighting.

**STEERING**—Irreversible worm and gear. Eighteen-inch notched walnut wheel at left. Hand throttle and spark control on quadrant, with horn button in center.

**TIRE RACK**—Distinctive design, hot-riveted to rear of frame. Carries one or two spare tires.

**TIRES**—Four cord tires are regular equipment. Front and rear, 32x4 $\frac{1}{2}$ .

**TRANSMISSION**—Selective sliding type with shift lever in center at driver's right. Three speeds forward and reverse. Gears 3 $\frac{1}{2}$ % nickel, 6-8 pitch, and  $\frac{3}{4}$ -inch face, mounted on high-grade ball bearings. Tire pump and speedometer driven by gears contained in transmission case.

**WHEELBASE**—One hundred twenty-eight inches.

**WHEELS**—Heavy artillery type with steel felloe bands. All spokes  $1\frac{3}{8}$  inches. Wheels mounted on high-grade ball bearings. (Wire or disc extra.)

**WIRING**—Single wire system with all circuits protected by fuses and armored cable.

*Lexington Motor Cars sold under Standard Warranty approved by National Automobile Chamber of Commerce*

LEXINGTON MOTOR COMPANY, CONNERSVILLE, INDIANA, U. S. A.

**CHAS. H. KAAR COMPANY**

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